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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 252 日五十月二十年一十二精光 WEDNESDAY, JANUARY 29, 1896.

三拜禮

號九廿月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chairman.
H. Stoller, Esq.,
Chan Kih Shan, Esq.,
Chow Tung Shang, Esq.,
Kwan Hoi Chuen, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 21st October, 1895. [7]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....\$1,500,000
SUBSCRIBED.....\$750,000
PAID-UP.....\$500,000

BANKERS:
LONDON-JOINT-STOCK-BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 ".....3 1/2 " "
" 3 ".....3 " "
DEPOSITS RENEWED ON OLD TERMS.
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£345,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 ".....3 1/2 " "
" 3 ".....3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:—
J. KRAMER, Esq., Chairman.
A. MCCONACHIE, Esq., Deputy Chairman.
Hon. J. J. Bell, Esq.,
G. B. Deane, Esq.,
M. D. Erickson, Esq.,
R. M. Gray, Esq.,
S. C. Michaelson, Esq.,
D. R. Sassoon, Esq.,
N. A. Siebs, Esq.,
R. Shewan, Esq.,
CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.

MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 23rd December, 1895. [51]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [52]

Amusements.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

Will give Two Performances of
"TRIAL BY JURY"
and
"CREATURES OF IMPULSE"
on
SATURDAY, the 28th February, 1896,
MONDAY, 10th February, 1896.
Commencing each Evening at 9 P.M. precisely.

TICKETS can be obtained at the THEATRE
ROYAL and after MONDAY, the 3rd February,
at 10 A.M.

BOOKING OFFICE open each day from 10
A.M. to 4 P.M.

Prices \$1, \$2 and \$3.

The Public are reminded that NO CHITS
WILL BE TAKEN at the Booking Office.
LATE TRAMS 15 minutes after each Perfor-
mance.
Hongkong, 27th January, 1896. [115]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.



BELL'S ASBESTOS BOILER COMPOSITION
HAS BEEN PROVED TO BE THE BEST AT PRESENT USED IN THE EAST.
ESTIMATES GIVEN FOR COVERING ANY CLASS OF WORK.
W. JACKSON, Manager.
Hongkong, 29th January, 1896. [50]

KELLY & WALSH, LD.

A LARGE ASSORTMENT OF
TENNIS MATERIALS. TOBACCOES.

FOOTBALLS. CIGARS.
DUMB BELLS. CIGARETTES.
INDIAN CLUBS. PIPES.

Hongkong, 29th January, 1896. [16]

MEALS

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG. TELEPHONE, No. 35.
A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL. [28]

JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engines will be shown and full particulars be given on application.

SCHUELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED. [47]

THE CLUB HOTEL.

5, BUND, YOKOHAMA.

HOTEL METROPOLE.

1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO. [140]

Intimations.

ONE THOUSAND DOLLARS.

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF

\$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by
Accident on or before the 31st March 1896 while on land within the confines of HONGKONG
or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
the Name and Address of the said holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the
premium thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident; and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.

This premium is paid quarterly in advance by
the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,
AGENT.

Hongkong, 1st January, 1896. [50]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.
do 1 " quarts.....\$33 "

SHEWAN & Co.,
Agents.

Hongkong, 13th May, 1895. [33]

CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

CHAMPAGNES, RUM,
SHERRIES, MOSSELLES, GINS,
PORTS, WHITE WINE, LIQUEURS,
CLARETS, BRANDIES, BITTERS,
BURGUNDIES, WHISKIES, ALES & STOUTS.

Hongkong, 6th December, 1895. [39]

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER.

PRICE:—
\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.
Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office:—8, D'Aquilar Street, Hongkong.

Hongkong, 22nd January, 1896. R. G. HOPKINGS, Manager. [1915]

THE HONGKONG BUTCHERY.

Nos. 11, 13 and 15 Central Market.

PRIME BEEF and MUTTON.
CORNED BEEF and TONGUES.
AUSTRALIAN PICKLED HOG'S TONGUES.

AMERICAN BUTTER in Rolls and Pats.
GAME, &c., &c.

SHIPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION. [49]

J. TATAM,

Hongkong, 3rd December, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the
ORDINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this COR-
PORATION will be held at the CITY HALL,
Hongkong, on SATURDAY, the 19th February, at Twelve
o'clock NOON, for the purpose of receiving
the Report of the Board of Directors,
together with a Statement of Accounts to 31st
December, 1895.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 27th January, 1896. [214]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the
REGISTERS OF SHARES of the
CORPORATION will be CLOSED from SATURDAY
the 1st to the 15th day of February next,
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 27th January, 1896. [215]

HONGKONG BRICK AND CEMENT COMPANY, LIMITED, IN LIQUIDATION.

MESSRS. SHEWAN & CO. have been
appointed AGENTS for the SALE of all
ARTICLES of furniture supplied by the above
Company.

C. EWENS,
Liquidator.
Hongkong, 28th January, 1896. [140]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-SEVENTH ORDINARY
MEETING of SHAREHOLDERS in the
COMPANY will be held at the COMPANY'S
OFFICE, No. 3, Queen's Road Central, Victoria,
on WEDNESDAY, the 19th February, at Twelve
o'clock NOON, for the purpose of receiving
a Statement of Accounts to 31st
December, 1895.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 19th instant,
both days inclusive.

By Order,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, 27th January, 1896. [213]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING of SHAREHOL-
DERS in the above COMPANY will be held
at the OFFICES of the COMPANY, Pedder's Street,
on THURSDAY, the 27th proximo, at NOON,
to receive a Statement of Accounts to 31st
December, 1895, and the Report of the General
Managers, and to elect a Consulting Committee
and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 27th
proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Ltd.
Hongkong, 27th January, 1896. [216]

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL.....£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIUM.....£757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [59]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [34]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 27th May, 1896. [52]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 } \$333,333-33
EQUAL TO..... }
RESERVE FUND..... } \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hankow, 17th December, 1895. [29]

Intimations.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the
SEVENTH ORDINARY GENERAL
MEETING of SHAREHOLDERS will be held
at the COMPANY'S OFFICE, Victoria Buildings,
TO-MORROW, the 20th January, 1896, at
12 o'clock (NOON), for the purpose of receiving
the Report of the Board of Directors, together
with a Statement of Accounts for the Twelve
Months ending 31st December, 1895.

The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY the 25th
January to THURSDAY the 30th January, 1896,
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the

Hongkong Land Investment and
Agency Company, Limited.

Agents for the

Kowloon Land and Buildings Co., Ltd.
Hongkong, 29th January, 1896. [153]

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY HALF-
YEARLY MEETING of SHARE-
HOLDERS in the COMPANY will be held at the
OFFICE of the COMPANY, No. 18, Bank Buildings,
Queen's Road Central, on FRIDAY, the 31st
instant, at 12 o'clock NOON, for the purpose of
receiving a Report of the Directors, together
with a Statement of Accounts, declaring a
Dividend and electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 18th to 31st instant,
inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 13th January, 1896. [127]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the
SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in this
COMPANY will be held at the COMPANY'S
OFFICE, Victoria Buildings, on MONDAY, the
3rd February, 1896, at 12 o'clock (NOON), for the
purpose of receiving the Report of the Board
of Directors, together with the Statement of
Accounts for the year ending 31st December,
1895.

The REGISTER of SHARES will be
CLOSED from MONDAY, the 27th January to
MONDAY the 3rd February, 1896, (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the

Hongkong Land Investment and
Agency Company, Limited.

General Agents for the

West Point Building Company, Limited.
Hongkong, 17th January, 1896. [164]

HONGKONG ICE COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS will
be held at the OFFICES of the COMPANY,
Pedder's Street, at NOON on WEDNESDAY,
the 5th February, to receive a Statement of the
Company's Accounts to the 31st December,
1895, and the Report of the General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 27th instant to the
5th proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th January, 1896. [190]

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MADE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

REQUIRES NO DIGESTIVE EFFORT.

THE PULSE QUICKENED

AND THE

HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS:-

WATKINS & CO.,

APOTHECARIES' HALL, 65, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd January, 1896.

Today's Advertisements.

GYMNASTIC, BOXING AND FENCING COMPETITION, will take place at THE VICTORIA RECREATION CLUB TO-MORROW (THURSDAY), 30th and FRIDAY, 31st Inst. Commencing at 5 P.M. Hongkong, 29th January, 1896. [231]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI. The Steamship "FOOCHOW," Captain Blackburne, will be despatched on FRIDAY, the 31st instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th January, 1896. [232]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI. The Steamship "SINGAN," Captain Price, will be despatched on FRIDAY, the 31st instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th January, 1896. [229]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. The Steamship "SUNGKIANG," Captain C. B. N. Dodd, will be despatched on SATURDAY, the 1st February, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th January, 1896. [233]

CHINA NAVIGATION COMPANY, LIMITED. FOR YOKOHAMA AND KOBE. The Steamship "OCEANA," Captain H. Formes, will be despatched for the above ports on SATURDAY, the 1st February, at 4 P.M. This steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or Passage, apply to SIEMSEN & Co., Agents. Hongkong, 29th January, 1896. [232]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR LONDON VIA SINGAPORE, PENANG, &c. The Company's Steamship "KAISOW," E. Warrall, Commander, will be despatched as above on about the 2nd and February. For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 29th January, 1896. [232]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES). STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. The Steamship "NISAGNO," Captain Dodero, will be despatched as above on TUESDAY, the 4th February, at Noon. At BOMBAY the Steamers are discharging in VICTORIA DOCK. For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 29th January, 1896. [234]

TO LET. DWELLING HOUSES:- HOUSES IN RIFON TERRACE, No. 3, ALVESTON TERRACE, No. 17, LYNHURST TERRACE, No. 10, STEWART TERRACE, at the PARK. Semi-detached, Side Windows facing South, Good Tennis Court, Rent \$40 Unfurnished, \$65 Furnished.

TOP FLOOR of No. 4, BLUE BUILDINGS. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, 29th January, 1896. [235]

SPECIAL NOTICE. THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, Every Evening from 5.30 to 7.30 o'clock.

PRICES. Copies ordered from the Office will be charged the usual rate—10 cents. Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1895.

BIRTH.

On the 18th instant, at Santa Ana, Manila, the wife of WALTER A. FITTON (nee CAMERON), of a daughter, Melbourne (Australia) papers please copy.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 29, 1896.

BEWARE!

The time seems to be nigh when, owing to the supineness of the Chinese authorities, the British Government would be justified in taking steps to suppress piracy in the neighbourhood of Hongkong. Such action was taken a number of years ago owing to shocking outrages perpetrated on British vessels and their crews, and it is probable that were most of the trade with China conducted nowadays in sailing vessels instead of speedy coasting steamers we should frequently have to record shocking details of attacks by sea-robbers on foreign craft. But be that as it may, certain it is that the waters adjacent to the Colony are at the present moment fairly swarming with pirates. A few weeks ago a large junk hailing from the neighbourhood of Swatow was "held up" a few miles from Hongkong, the crew fired on and driven below and the vessel looted, and to-day we are informed that another junk has been attacked near Hacheng, about half-way between Hongkong and Swatow. The vessel in question was bound for Hongkong with a cargo of bullocks, pigs, fowls, and eggs, and had six passengers. About noon on the 24th instant three pirate junks sailed alongside, drove the crew and passengers below and slashed the master of the junk with their swords. Then they sailed their prize to Hacheng, where the live freight was landed and \$1,000, carried from the crew and passengers, taken ashore. After this the pirates sailed the junk in question out to sea and left her, when the crew came on deck and made for Hongkong, where the matter was duly reported. It is a serious matter that native craft trading between Hongkong and neighbouring ports should be subjected to such outrages, and we hope, therefore, that the Government will not be slow in taking steps to protect our trade. If the gang of lawless ruffians whose headquarters appears to be at Hacheng is not promptly suppressed we may at any time hear of a repetition of far more serious affairs (possibly a repetition of the *Spash*, *Gryphon* or *Namoa* tragedies), and it therefore behooves those who go down to the sea in ships to take reasonable precautions for their safety, for, as has been demonstrated times without number, it is too late to think about organization and combined attack when a vessel is out at sea, as was the *Namoa* when captured by LAI ACHAT and his cruel crew, and an attack from sea-robbers wholly unexpected. That pirates are in the vicinity of this colony is now well known; that they are constantly committing serious outrages near Hongkong is equally a matter of fact; and that the Chinese authorities are unable to cope with them is as certain as it is unfortunate. We therefore think it strongly advisable that those whose this state of things may concern should beware.

A COOLER charged with being concerned in the armed attack on a house at QUARRY BAY about three weeks ago was this afternoon committed by the Police Magistrate for trial at the next Criminal Sessions.

A FEW days ago a *soak* named Umeca was removed from the gallery of the House of Representatives for crying out that the members possessed "three hundred donkey's heads, all rotten and corrupt."

THIS morning the master of a large Hongkong fishing junk reported that on the 14th inst. he rescued six men from a wrecked Chinese fishing boat south of Gap Rock. He carried them on with him, doing all he could for their comfort, and handed them over to the authorities on arrival here to-day. The rescued men state that during the night of the 11th they were run down by their consort, which deterred them, and they were much exhausted when picked up.

HERE is the latest sample of No. 1 foolo. A Chinese merchant who was ill allowed five "fortune-tellers" to divide him out of \$5,534.75 between the 16th ult. and the 26th inst., on pretence of procuring longevity and riches for him. As the promised results seemed long in coming the old man at length became suspicious and caused the arrest of three of the gang. The two leaders have escaped. The case will be called on at the Police Court on the 5th prox.

SINCE August last we have had an exceptionally small rainfall. During September only 3.72 inches were registered, and at the end of that month the Water Authority cut the supply down to one hour per diem. During October, November and December there was no appreciable rainfall, so the heavy fall on Sunday, when 0.58 inches was recorded, was the first shower of sufficient magnitude to flush our evil-smelling storm water drains.

WE read in an Australian exchange that on the 2nd instant New South Wales won the cricket match against Victoria, chiefly owing to McKibbin's splendid bowling. He averaged 8 wickets for 33 runs in a second innings of the Victorians. The grand totals of the eleven were 738 for the winners against 615 for Victoria. The highest individual scores were Dorman (Sydney) 160, and Graham and Bruce (Vic.) 103 and 90, respectively. There was an enormous attendance and the gate-money reached £1,200.

A NEW departure in the anti-Li crusade is, according to the *N. C. Daily News*, the forthcoming arrangement of Lo Feng-job, the well-known Naval Secretary and henchman of the ex-Viceroy. The Censors have memorialised the Throne on his official shortcomings. As usual in Chinese intrigue there are wheels within wheels in these matters; and Lo Taotai is probably less the victim of his official demerits than the flock of hawks who seek through him to strike at higher game. Until quite recently Mr. Lo was thought to be a strong candidate for high office, such as the Tientsin *Hakhan* Tao; it would not be the first time that impeachment had cleared the platform of a powerful rival.THE *China Gazette* has informed that the following gentlemen have been appointed by the French Government to the Consulates mentioned. All except the last two have been in China for several years and are proficient Chinese scholars. Monsieur Haas, to be Consul at Chungking; Dautremere, Vice-Consul at Hankow; Boni d'Auty, Consul at Samsu; Gillien, Vice-Consul at Hoken; Kahn, Vice-Consul at Tongking; de Pomeyrie, Vice-Consul at Cheloo; Degores, Vice-Consul at Pakhoi; Francois, Vice-Consul at Long Tcheco; Boudry, Vice-Consul in Formosa (probably at Tamsui).

THE impending impeachment of Sheng Taotai, who was in Shanghai a few days ago, is attracting much notice in native circles in Peking and Tientsin, says a Shanghai paper. This step has been so often threatened that most foreigners are now completely sceptical as to its ever becoming an accomplished fact. The delay, it is said, has been entirely due to the magnitude of the preliminary investigations and to the time necessarily consumed in collecting evidence from the several provinces in which the Taotai has held office. Li Ping-hong, the Governor of Shan-tung, has now completed his report; as anticipated, it is entirely adverse to Sheng and it is generally believed in native circles that he will meet with short shrift and small favour.

It has been ordered that Chinese returning to the Northern Territory will in the future be subjected to the "rule of thumb." That is to say, when a Chinaman takes out an exemption certificate he will be required to make an impression of his thumb on the certificate, and when he returns to Australia from the Flower Land he will have to make another just like the original, or go home again. In France, where this system is much in vogue, it is declared to be an infallible means of identification, scientific going so far as to assert that no two persons show an impression exactly alike. We might add, says the *Palmerston Times*, that it would probably require a scientific person well up in the lines of the thumb to distinguish the difference between one impression and another, when they are apparently similar to the untrained eye.

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SATURDAY, 1st February. The Registers of Shares of the Hongkong and Shanghai Banking Corporation closes from this date to 15th instant inclusive. At 3 p.m.—Auction on the spot of Lots 1 to 18, adjoining race-course, for the erection thereon of building, etc. At 9 p.m.—Meeting of Zealand Lodge.

SUNDAY, 2nd February. At daylight.—Belgo leaves for San Francisco via usual ports of call.

LOCAL AND GENERAL.

Sporting Notes are held over till to-morrow.

The V.R.C. athletic sports commence to-morrow at 5 p.m.

The alarm of fire at 6.15 this evening was due to some grass burning at West Point.

VERY unfavorable reports have come to hand of the rice crops in western Cochin-China. The whole crop is considered about the worst for the last decade.

A FINE of \$25 and confiscation of his stock in trade was the penalty inflicted upon a Chinese "doctor" this morning for selling medicated samshoo without a permit.

A COOLER charged with being concerned in the armed attack on a house at QUARRY BAY about three weeks ago was this afternoon committed by the Police Magistrate for trial at the next Criminal Sessions.

THIS morning the master of a large Hongkong fishing junk reported that on the 14th inst. he rescued six men from a wrecked Chinese fishing boat south of Gap Rock. He carried them on with him, doing all he could for their comfort, and handed them over to the authorities on arrival here to-day. The rescued men state that during the night of the 11th they were run down by their consort, which deterred them, and they were much exhausted when picked up.

HERE is the latest sample of No. 1 foolo. A Chinese merchant who was ill allowed five "fortune-tellers" to divide him out of \$5,534.75 between the 16th ult. and the 26th inst., on pretence of procuring longevity and riches for him. As the promised results seemed long in coming the old man at length became suspicious and caused the arrest of three of the gang. The two leaders have escaped. The case will be called on at the Police Court on the 5th prox.

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A PETITION has been filed for the liquidation of the estate of T. E. White (Alfred Shaw and Co.), Brisbane, merchant, the liabilities being set down at close on £100,000.

SOME Chinese capitalists of Melbourne have started bacon curing. Operations are conducted on a small scale, but there are, says the *Bulletin*, indications that John understands the work and means business.

Major George Friend, 1st Batt. Northumberland Fusiliers, has been selected for the appointment of district inspector of munitary, Aldershot, vice Major A. D. Bulpett, Derbyshire Regt., who vacates the post on becoming a second in command.

WENG TUNG-HO, President of the Board of Revenue, has memorialised the Dragon Throne in favour of establishing mints in Peking for the purpose of coining dollars and small coins with foreign machinery similar to those opened at Canton and Weichang.

YESTERDAY ten Jersey cows, bred in Australia, were landed here on the steamship *Albion* for Mr. J. Kennedy's dairy. The excellent condition in which this valuable consignment has been delivered here reflects the greatest credit on those who had charge of the "cows" on the voyage from the colonies.

TO-MORROW, at 4.15 p.m. the remains of what was once a fairly useful and more or less popularly constituted Sanitary Board, in solemn convocation assembled will deeply consider "an application for permission to allow the pining beneath a stone to remain as it now stands for the present." Splendid!

GEORGE GRANT, a diver working off the dredger *Octopus* in Townsville, was recently drowned through his face-plate having come off while below, although the depth of water was only from 15 to 20 feet. The inquiry revealed nothing to incriminate the tender; but, says the *Trojan*, *Strait's Pilot* the incident on the face of it bears evidence of criminal carelessness somewhere.

In the third round for the Hongkong Football Cup, "A" Company, R.B., will to-morrow afternoon play the Hongkong Football Club; kick-off at 4.30 p.m. The Club team will consist of: D. Wood, goal; E. W. Mahland and P. G. Davies, R.A., backs; J. W. L. Oliver, H. W. Slade, and H. W. Looker, halves; C. M. Fifth, G. D. Campbell, H. K. R., H. R. B. Hancock, E. F. MacKay, and E. W. Townsend, forwards.

MR. R. BYCKET, of Messrs Sanders and Co., was this morning fined \$10 at the Magistrate's for having dealt in arms without a valid licence. The charge was admitted, and only a nominal penalty was inflicted with the understanding that a licence would be taken out at once. Mr. H. Crawford, of Messrs Lane, Crawford & Co., was charged with the same offence, his case being remanded "until to-morrow, as he stated he had applied for a licence.

A MARRIAGE has, according to the *Strait's Free Press*, been arranged and will shortly take place between Lt.-Colonel R. S. Frowd Walker, C.M.G. (late 28th Regt.), Commandant of the Perak Sikhs, and Beatrice, widow of Colonel Bolton (formerly of the Royal Horse Guards), and daughter of the late Mr. T. J. Ireland, M.P., of Ouseley Hall, Suffolk, by his marriage with a daughter of Sir W. E. Welby, Bart., M.P., of Denton Hall, Lincolnshire.AN Adelaide wire of the 14th instant to the *Palmerston, N.T., Times* reads as follows:—Excessive heat has prevailed in all the colonies during the last few days. At Sydney the glass registered 100 deg. in the shade, by far the highest ever known there. Numerous deaths from sunstroke are reported from Sydney, Bourke, Albury, Broken Hill, and other places. A change for the better has now set in, and nearly an inch of rain has fallen in and around Adelaide.A SAD fatality is reported in the *Singapore Free Press* of 20th instant as follows:—"The European who fell over the sea-wall at the mouth of the river on Tuesday night last, whose cries attracted the attention of Mr. Dennison, the senior Boarding Officer, and whose body was probably that seen by several of the crew of the telegraph steamer *Recorder*, is now believed to have been Mr. Bain, the third engineer of the steamer *Yuma*, who was last seen alive at 10 o'clock on the 14th inst."THE *China Gazette* in its issue of the 23rd inst. states that after much discussion the Consular Body of Shanghai (to whom belongs the duty of carrying on all negotiations with the Chinese Authorities) has agreed upon a plan for the extension of the "Model Settlement" at the place, which they have forwarded to the Diplomatic Body at Peking to lay before the Chinese Government. Though the details have not been made public, our contemporary states that the main facts are that all the Consuls agree in recommending that the Foreign Settlements North of the Yangtze-pang (i.e. the Anglo-American settlements) be extended as far north as "The Point," and as far west as Jessfield, a road to be laid into the country nearly at right angles from the river at the Point, until that road meets another cut almost due North and South from Jessfield. Thus there would be an unbroken drive from the Point by the new road to Jessfield, and back by the French Settlement. It is also asked that the limits of the French Settlement be extended out to Jessfield in one direction and pull the new boundary would join the proposed extended English Settlement at Jessfield. It is devoutly hoped (by the *Gazette*) that this proposition may be carried through, as the present influx of Chinese into the Settlements, at the rate of several thousands a month, is already causing great discomfort. The prevailing epidemic of small-pox and typhoid is attributed to overcrowding, and it is expected that by the extension of the (British) under Municipal control this can be to some measure remedied.

GERMANY AND CHINA.

It has been an open secret for several months past that the German Government has decided to take special steps to foster and protect the trade of its industries, shrewd and palisading Teutonic friends have built up for themselves in recent years in the Far East. With this object in view, as soon as Germany and her allies (in the Orient), Russia and France, had caused a cessation of hostilities between China and Japan and had settled the question of Japan getting a foothold on the vast continent of Asia to their own liking, the German Minister at Peking obtained from China an agreement providing for exclusively German concessions at Tientsin and Hankow, and, if we remember rightly, at Ichang and Shanghai also. Later on Herr von Brandt appeared on the scene, and no sooner had he fairly reached Eastern seas than a German squadron, under control of Admiral Hoffman, which had been hovering about Swatow, was suddenly joined by the German ironclad *Kaiser* off the island of Quemoy and the whole powerful squadron thereupon entered Amoy harbour, much to the astonishment of the native officials who remembered the outrages perpetrated on German missionaries near Swatow a few months previously and somewhat naturally concluded that the dreaded "gunboat policy" was once more going to be resorted to with a view to obtaining full satisfaction for what might be regarded as an insult to the flag, and goodness knows what else besides. After a short stay at Amoy Admiral Hoffman's squadron left that busy little coast port and entered and (according to our Amoy correspondents) surveyed the harbour and approaches to Quemoy, which, as will be seen by the wood-cut enclosed with this issue of the *Hongkong Telegraph*, is opposite to and very near Amoy. This was in November last and since then, the German squadron in question, with the exception of the *Illis*, has been here and refitted and, save the *Kaiser*, which had to go into dock owing to her having touched an "unknown" rock near Amoy, returned to Amoy, while the *Arcona*, which is supposed to have been surveying the approaches to Lapps, near Mico, and *Illis* resumed the survey of Quemoy.

Assuming that Germany has come to an understanding with China respecting the annexation of Quemoy or some other island suitable for a coaling station, all this surveying business is comprehensible, and it may be as plausible an explanation of German naval activity as it would be reasonable on the part of the German Government, which presumably looks for some *quid pro quo* for services recently rendered in conjunction with Russia and France. Germany, with her important and ever-increasing trade with the Far East, has no foothold on the continent of Asia. France has a big slice of the southernmost part of it, and Russia is well established in the north, while Great Britain holds Hongkong. Why, then, seeing that Germany's commercial interests in the Orient are second only to those of Great Britain, should not she also take the tide on the flood, strike while the iron is hot, and obtain for herself a naval station? It is conceivable that the time may come when she may be in great need of a coaling station in the Far East, and if she has succeeded in gaining one without firing a shot who can blame her?

That instructions of some kind in this connection have been forwarded from Peking to the Taotai of Amoy there would seem to be little room for doubt, for that official has winked at German activity in the neighbourhood of Amoy and recently had a proclamation posted in various parts of the native city and in the villages at Quemoy of which the following is a thoroughly trustworthy translation:—

THE PROCLAMATION.—Cheung, by special favour in charge of the Amoy Branch of the Civil Coast-Protection of Tientsin, has a proclamation to issue:—On the 3rd day of the twelfth moon of the present year (27th January, 1896) the writer (Cheung) received instructions from his Excellency Chan, the Taotai of this circuit, to the following effect:—He (the Taotai) had received a communication from Fii, the Consul for both Germany and the Netherlands, stating, as is on record, that the German Admiral, Falk, had sent him a telegraphic message to the effect that he (the Admiral) had ordered the Commander of the German warship *HA-IR (Hien)* to proceed to the harbour of certain islands of the *Kam-moon* (guard station) to survey the force of the tides; that he had further instructed the warship *O-shan-nap (Arcona)* to survey within the harbour of Amoy; and that it was therefore desirable that official communications be, in turn, sent to the native authorities of the said localities for their information and guidance. On receipt of that message, the said Consul wrote to say that he had the honour to request the Taotai to be pleased to issue, in turn, the necessary instructions, and bring the matter by proclamation to the knowledge of all the military authorities of the localities concerned, and so on. Wherefore, besides forwarding a despatch to his Excellency the Chinese Admiral requesting him to investigate the matter, he (the Taotai), as in duty bound, instructed the writer (Cheung) to take action accordingly. Being in receipt of these instructions, the writer (Cheung) found that on a former occasion two German warships called into the harbour of Kam-moon (guard station) belonging to the *Kam-moon* (guard station) and anchored there, whereas the former Taotai, after communicating with the German Consul of Amoy, received a reply to the effect that the object was merely exercise, signalling and tide-surveying, and that there was no further intent in the matter, and consequently he (the former Taotai) requested the writer (Cheung) to notify the native population of the localities concerned, that they may ease their minds and need not have any fear of suspicion. The writer (Cheung) accordingly issued at once notifications, on the one hand quieting and soothing the people and, on the other hand, reporting certain points to his superiors and as to other points asking for instructions. Now it appears that the present case is on all fours with the former affair. Wherefore, besides reporting the foregoing facts in reply, and ordering the issue of notifications to all the military authorities of the localities concerned, to tell them that there is no occasion to suspect anything strange in the matter, the writer (Cheung), as in duty bound, despatched a hurried order requesting the Sub-Prefect (of Amoy) to issue forthwith the official notification to the local military authorities for their general information and directing

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE'S AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LIST, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 10th January, 1896.

NOTICES TO CORRESPONDENTS. It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for advertising. Terms can be learned on application.The *Hongkong Telegraph* is a member of the Telegraphic Press Association, No. 1, Telegraphic Press Association, Hongkong.

him (the Sub-Prefect) to see that there be no delay nor breach of order. Accordingly, being in receipt of the above, the writer (Cheung) as in duty bound, now issues this proclamation in the hope that all persons, of whatever extraction they may be, at Amoy, will take notice. And you people should understand that if German warships come sailing into your port or into the waters of *Kam-moon*, their object is merely to survey the force of the tides, and that there is no need for fear or suspicion, and you must on no account create any disturbance which would wound any. This proclamation is to be tremblingly obeyed, and there must be no disobedience. A special proclamation. Stamped in red, "Obey." [L.S.]

The 6th day of 12th moon in the 21st year of Kwang-hsu (26th January, 1896). This proclamation to be posted up on the Lung-tan Road on the Islet of Ko-lang-soo. Printed in red; "Recorded."

(Note of Translator.—T'ia-chau is a prefectural (Ch'ing-chang) city, near Amoy, in Lat. 24° 56', Lo. 118° 51'. Kammoon is a coastal station near the district city of Hsiching, situated in Lat. 37° 50', Long. 117° 46'. The translator of this proclamation thinks that the idea of "hoisting the flag" has probably arisen, or been furthered, by the phrase in the document which is translated, "signalling," but which in the original is expressed by two words which literally mean "raising (or holding) flag," and which (as there is no distinction of singular and plural in Chinese nouns) might also mean *hoisting* and (as there is no definite or indefinite articles in the Chinese language) might mean "hoisting the flag." As in the Chinese text the phrase *hoisting* (or *raising*) flags is intermixed with "exercise, or drill" and "the surveying," the friends to whom we are greatly indebted for the translation have no doubt that the correct idiomatic rendering of the phrase "raising flag" is, as translated, "signalling" in this particular connection.

Our friends' opinions are doubtless well worthy of consideration. It certainly appears strange, though, that the Chinese authorities should have seen fit to issue a proclamation on this subject in the current month, and have done nothing of the kind when extensive surveys of Quemoy were conducted in November last. It may be, however, that the German Admiral prefers to drill his men at Quemoy rather than at Amoy, and therefore induced the German Minister in Peking to instruct the Consul at Amoy to favour him with his good offices in this connection.

SPECIAL TELEGRAM FROM AMOY.
Since the above was set up in type we received the following telegram from our Amoy correspondent:—

"Amoy, January 29th.
4.50 p.m.
Nothing of importance has occurred here. I am sending a report by the Hsiaoan."
This message, then, settles the question for the time being, and we must therefore await further advice from our correspondent before dealing further with this interesting subject.

THE BIRTHDAY OF THE GERMAN EMPIRE.

We read in the *Kobe Chronicle* that on the occasion of the 25th anniversary of the formal proclamation of the German Empire, which took place at Versailles on the 18th January, 1871, all the German houses in Kobe hoisted the national flag, and in the evening there was a large gathering at the Club Concordia. Mr. Thiel read some lines specially composed for the occasion, from which the *Chronicle* makes the following extracts:—

Durch dieses Zeichen ist ein fernes Rauschen,
Durch dieses Zeichen ist ein fernes Rauschen,
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Durch dieses Zeichen ist ein fernes Rauschen,
Durch dieses Zeichen ist ein fernes Rauschen,

Da nicht sich unter der Geschichte
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The reading of these lines was received with the greatest enthusiasm, the cheering being again and again renewed. The musical part of the programme consisted of Mendelssohn's overture to the "Hebriden," by two violins, "Eden," organ and piano, and the singing of "Eden," Kaisergruss by two violins, violon, and cello. Both pieces were executed with admirable expression and finish—in fact, it may be said, the performance was well beyond the praise of the professional musicians could have improved on the fine rendering given. After an interval a play, written by Mr. Thiel, and entitled "In Himmelschen Gefilden," was acted by members of the Club, and as it was full of local and personal allusions, its performance created the most uproarious merriment. Several well-known, and one of the most successful social evenings given by the Club came to an end some time in the small hours of the morning.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Wills.)

January 29th.

FIXTURES.

The following cases have been set down for the respective dates:—

Thursday, January 30th.

1717—Cheu Sow Kwong v. Cheong

Kam Tai 200.00

85—Shan U Tang v. Official Receiver

In Bankruptcy 417.98

CONTEMPT OF COURT.

SINGAPORE, Jan. 20th.

This morning William Norris was found guilty of contempt of Court for acting as a solicitor, not being a member of the Singapore Bar. The proceedings were instituted by the Bar Committee, for which body the Attorney-General appeared. The case was tried before the Chief Justice, who found Norris guilty and sentenced him to pay a fine of \$5, or in default to 10 days imprisonment, the Chief Justice remarking that as it was Norris's first offence of the kind and as the case had not been seriously pressed against him, the penalty would be a light one to serve as a warning only; but that on any future occasion he would not deal with the matter so leniently.—*Strait Times*.

NEWS IN BRIEF.

JAPAN AND KOREA.

For the following items we are indebted to our Japanese exchanges, dates of which to the 21st instant are to hand.

All the members in the Korean Legation, Tokio, cut their hair early this month.

During last year two Japanese women were married to foreigners.

The Korean Minister to America left Japan for the States on the 15th inst. by the *City of Rio de Janeiro*.

The Crown Prince of Japan has been at Hayama, Kanagawa, for some time past to avoid the cold weather in Tokio.

The steamer *Ryuryu*, lately sold to the Japanese, averaged 13 knots on a trial trip on the 17th inst.

Tidal waves wrecked many houses in Fushiki on the 15th inst.

The Japanese steamer *Hakka Maru*, with a full freight, and 400 passengers, on the way to Formosa, sunk off the Yewwanna Group on the 28th ult. No lives were lost. The vessel and cargo were fully insured.

The Kobe Municipal Assembly has asked the Government for a subsidy to build water-works for the town.

Yokohama and Tokio have remitted \$3,895 to the "Edgar" Relief Fund.

Fire broke out in the Osaka Post Office on the 15th, but was extinguished before much damage was done.

A combined movement was begun against the Formosan insurgents on the 15th. It was thought ten days would complete the subjugation.

An ex-customs officer in Kobe has received \$400 from the Government for finding letters from Li Hung-chang on the *Sydney* during the war.

A fire in Yokohama, Shizuoka province, on the 12th instant destroyed one hundred and forty houses.

Gold to the value of \$165,000 and silver \$734,000 were coined at Osaka during the month of December.

A Japanese junk from Sannomiguchi was badly burned on the 14th at Kobe.

The Kobe Regatta and Athletic Club propose to build a Town Hall for that port.

The foreign population of Tokio now numbers 655 individuals, of whom 400 are males, and 255 females. Americans are in the majority.

Three persons were killed by a dynamite explosion at Sasebo on the 28th ult. whilst dredging the harbour.

In consequence of ill-health, the importation of live cattle from certain infected districts is prohibited by the Tokio Police.

The Yokohama Choral Society have been rehearsing "The Bride of Danteroo" for presentation on the 29th inst.

The Masonic Bill at Kobe on the 17th was the greatest success of the kind ever attained in Kobe.

The *Rising Sun* reports that while on the way from Yokohama to Honolulu the U.S.S. *Baltimore* lost two men by accidents in heavy weather.

Eighty Tokio newspaper men recently passed a resolution condemning the suspension clause in the Japanese Press Laws.

A railway company is being formed in Japan to connect the coal and sugar districts of Formosa with the sea-ports.

The net profits of the Mitsui Bank during the latter half of last year were yen 335,383,362. A dividend of 8 per cent for the half year has been paid.

A motor-incident is being investigated at the Railway Co. for yen 400 for the death of his daughter caused by a collision.

The Russian Minister on the 16th inst. had a conversation with Count Hiyakata, Minister of the Imperial Household, at the Imperial Palace.

The Tokio Rope Manufacturing Co. has paid a 20 per cent dividend.

The Oji Paper Company of Tokio is to double its capital and plant.

Several houses at Asakusa, Tokio, were destroyed by fire on the 15th inst.

Several hundred houses were burned at Tajiri, Miyagi prefecture, on the 13th inst, those including the Post Office.

A series of meetings of agriculturists throughout the country commenced in Tokio on the 15th inst.

A French firm in Yokohama is said to be negotiating for the purchase of a copper mine in Miyagi Prefecture.

The Osaka Stock Exchange has distributed yen 80,000 among the shareholders as a dividend for the past half-year.

Counterfeit yen pieces, said to be made in India, are in circulation in Yokohama.

The *Japan Mail* of the 21st inst. contains an article denouncing the Japanese for refusing to allow the steamer *Nanking* to enter Port Arthur, as she could steam 6 knots, as was proved. It holds that the loss of the steamer was not in any way due to her condition, but was caused by the heavy snow storm that came on after she left that port.

According to the *Japan Mail* the direct expenditure made by Japan on account of the war amounts to yen 225,000,000. This does not include pensions, relief to the families of those killed, or the cost of occupying Wei-hai-wei.

The *Mail* thinks that by the time the indirect costs are paid, the yen 350,000,000 received from China will not cover the outlay.

The steamer *Cadiz Maru*, which left Kobe on the 10th, was found to be on fire on the 11th. The ship was beached, but before the fire could be subdued nearly all the wood-work was destroyed and the cargo badly damaged. She was towed into Kobe on the 13th by the *Hakka Maru*.

At Shimoda, on the 15th, a lady passenger by the *Tokio Maru* from Shanghai to Yokohama was beaten into insensibility by cool-coolies for having showed one of their number. The captain caused the arrest of four of those implicated in the dastardly outrage, and the affair has been warmly taken up by the U.S. Consul at Yokohama.

MANILA NOTES.

Messrs. Warner, Blodgett & Co. in their *Weekly Circular* dated Manila, January 22nd, report as follows:—

QUARANTINE is now imposed upon all arrivals from Hongkong because of a renewed outbreak of plague in that colony. If there is an increase in the number of cases reported, rigorous quarantine will undoubtedly be decreed. At present, four days are imposed upon vessels arriving with Chinese coolies, and three days upon vessels with cargo and cabin passengers only.

SHIPPING.—The British steamer *On Sang*, 1775 tons reg., en route from Batavia to Hongkong, put in here owing to stress of weather; and proceeded on 17th inst.

The British barque *Alma Maru*, 561 tons reg., en route from Hongkong to Foochow, arrived here on 4th inst. with loss of all sails, and is still in port awaiting arrival of crew from Hongkong.

FAST PASSAGES AND BEST ROUTES.

Before a meeting of the Shipmasters' Society, held in the rooms of the London Chamber of Commerce, Captain Blackmore in the chair, a paper on "Fast Passages and Best Routes" was read by Mr. William Allingham. The author remarked that steam had not yet driven the sailing ship from off the seas. Fifty years ago there were not more than 150 sailing ships in existence in the British merchant navy exceeding 500 tons register. The most sought after sailing ships had increased from 1,000 tons in 1860 to 1,500 tons in 1870 and to 2,000 tons in 1880. Apparently 2,500 to 3,000 tons register would be the approved size of the paying sailing ship in 1900. Steamships had also increased in size, and evidently the defect *Great Eastern* had merely the misfortune to be born too soon. To the illustrious American seaman Matthew F. Maury must be conceded the premier position as an exponent of the best possible tracks for sailing ships on every sea. While serving on board the United States ship *Falmouth* as sailing master, Maury conceived the plan of his well-known "Wind and Current Charts," which subsequently effected a radical revolution in passage-making. He himself was firmly convinced that one hour a week ungrudgingly devoted by a master to the instruction of his apprentices in just what the data on a United States pilot chart signified would be far more valuable for owners, masters, and apprentices than six times six hours spent in mere mental drudgery, tending only to disgust the young men with the study of navigation. Falling a pilot chart, the Admiralty wind and current charts would serve the purpose admirably. Then, again, the apprentices would obtain a proficiency in meteorological matters, on which the length of a passage often depended, were they called upon to read the barometer every watch, together with the temperature of air and sea. He was of opinion that, taken as a whole, the sailing ship did not make a faster passage now than she did 40 years ago. Despite latter-day assertions, the ships under the British flag had not only had the lion's share of the ocean-carrying trade, but had also made the quickest passages on record. Still there was decidedly room for improvement, more especially, perhaps, in the Pacific trade. Many causes conspired to prevent a rapid passage over which the shipmaster had little, if any, control. Some time ago the Hamburg Hydrographic Office carried out an interesting inquiry into the duration of voyages effected by wooden, iron and steel ships between Europe and ports in the Bay of Bengal. The main conclusion arrived at by the inquiry seemed to be that the advantage rested with the wooden ship, since the loss on the iron ship in the homeward passage was greater than the gain in the outward passage. Under certain conditions, determinable in every case by the master from that knowledge of the ship and her crew which could not be in the possession of outsiders, the passage to ports on the west coast of America was much faster and quicker by a sailing ship eastward from the South Atlantic, and altogether avoiding Cape Horn. Even should the Horn be attempted and westerly gales met, it would be well to turn east for Bix's Strait.

THE TRANSVAAL IMBROGLIO.

THE FIRST SIGN OF THE TROUBLE.

JOHANNESBURG, 26th December.
A manifesto, issued by the National Union and addressed to the people of the Transvaal, is published to-day. After dealing with various grievances, the manifesto sets forth the following programme:—

1. The establishment of a Republic as a true Republic under a constitution approved by the people.

2. An equitable franchise and fair representation.

3. The equality of the Dutch and English languages.

4. The responsibility to the Legislature of the heads of the great departments.

5. The removal of religious disabilities.

6. The establishment of independent Courts of justice with adequate pay for the judges, which shall be properly secured.

7. Liberal education.

8. An efficient Civil Service, with an adequate pay and pension system.

9. Free trade in African products.

The manifesto concludes as follows:—"We shall expect an answer in plain terms according to your deliberate judgment at the meeting to be held on January 6th."

JOHANNESBURG, December 27th.

It is announced that the meeting of the Transvaal National Union, which was to have been held on the 27th inst., has been postponed till January 6th. Reports are freely circulated that the committee of the Union postponed the meeting in consequence of hints from Pretoria that it would be dangerous to the public peace, but Mr. Charles Leonard, the chairman of the Union, writes to the *Johannesburg Star* saying that the committee recognise the gravity of the position and are anxious not to hold the meeting until they are fully prepared to stand up to the Government. He says that it was thought advisable to leave time for cool reflection before coming to the meeting. The chairman says that the Union will expect from the meeting a clear mandate on the manifesto defining the position of the Union which is promised for to-morrow.

BERLIN, December 26th.

It is hard to say what amount of significance should be attributed to the increase of the German fleet, which, at first sight, Germany would seem to have little reason to concern herself. But it is worth noting that, of late especially, the position of the Transvaal and of the Orange Free State appears to exercise the German mind keenly as if these Republics were the direct offshoots of the German Fatherland, and the dangers which are supposed to threaten them from the insatiable ambition of Mr. Cecil Rhodes, the Napoleon of South Africa, form a frequent and congenial theme of discussion in a spirit of anything but friendliness towards England. Now, if one may be allowed to vary a remark recently made by the *North-German Gazette* with reference to British sentimentality, leaving off where British interests begin, it may be said that German sentiment is not easily aroused where German interests are not believed to be involved, and one is driven to the conclusion that Germany would not display so much sympathy for her very distant kinsmen in South Africa if she had not some special use marked out for them in the interests, either actual or prospective, of German policy.

(Telegram from the *Batavia Nieuwsblad*.)

THE HAGUE, January 11th.

The *Globe* says that there has been a secret treaty between the Emperor William and the Transvaal Government since 1885.

Dr. Jameson has been dismissed from the post of Administrator of Mafeking.

The Transvaal Government asks for the annexation of Amatongaland to the Transvaal. (Amatongaland has a report which the Transvaal desires to possess.)

It also asks for the enforcement of the Convention of 1884 with Britain, which establishes a general passport system.

A widespread plot against the independence of the Transvaal, in which Sir Hercules Robinson is implicated, has been discovered.

German men-of-war have been despatched to the port of Lourenço Marques in Delagoa Bay.

THE HAGUE, January 12th.

At a sitting of the Transvaal Volksraad, on Parliament, President Kruger expressed hopes of a peaceful solution of pending questions.

THE HAGUE, January 13th.

Jameson's men are being gradually conducted out of the Transvaal territory.

President Kruger asks for their deportation, but for no change in the Convention concluded with Britain.

The President of the National Union and the leading members of the mining community at Johannesburg have been arrested.

Cecil Rhodes has delivered a speech in which he entertained much hope for his party, if the help of America be called in.

Much success is expected from a conference between Sir Hercules Robinson and President Kruger, who is ready to grant self-government to the foreigners settled at Johannesburg.

THE HAGUE, January 14th.

Mr. Beelers van Blokhuis, the Diplomatic Agent of the Transvaal in Amsterdam, has been notified that the question of the foreigners in the Transvaal will be settled in a peaceful manner, without any outside intervention. He has dined with the British Ambassador at Paris.

THE HAGUE, January 15th.

The Volksraad of the Orange Free State has decided upon supporting the Transvaal. The Volksraad also asks for doing away with the Chartered Company and with every kind of Cape of Natal authority in Rhodesia.

The Volksraad of the Transvaal has passed a measure for raising the strength of the Forces there.

President Kruger has declared that he will defend all the rights which concern the maintenance of the Republic.

Sir M. W. Ridley, the Minister for the Home Department, has declared that Britain will keep the existing Convention with the Transvaal, without interfering with the rights of others.

The *Times* says that the building and equipment of war vessels must be hastened.

BANKERS AND SHIPPING DOCUMENTS.

At a meeting of the Institute of Bankers held at the London Institution, Mr. Bowen of the Bank of England in the chair, Mr. T. G. Caver, Barrister-at-Law, delivered the third of a course of four lectures on "Bankers and Shipping Documents." Mr. Caver said that before proceeding with his lecture he desired to answer two questions which had been addressed to him. One was—How was a banker to know that he had got all the bills of lading; did the bills of lading show how many had been issued? The reply was, Yes. The other question was—Was the banker person or was he running a risk if he delivered the cargo to some one who produced a bill of lading with a forged endorsement? He should certainly say that the shipowner ran a risk. He wanted that evening to speak about the bill of lading as a contract of cargo. Assuming that the banker had obtained from his customer a valid pledge of the goods by transfer of the bill of lading, and that he still retained the bill of lading, they had to inquire next as to the effect of the transaction as between the banker and the shipowner.

Being the lawful holder of the bill of lading, the banker was the person entitled to possession, subject to any liens which the shipowner might have on it. If the latter delivered to any other person than the banker who held the bill of lading, it would be in violation of the banker's rights, and the latter would be entitled to sue the shipowner for the wrongful conversion of the goods. This right might spring from a contract, or it might be simply based upon that right which the banker had, being the pledgee of the goods, and entitled to possession. The general case was that the banker had only got the latter right; he was the person entitled to possession of the goods, and therefore, if dealt with by the shipowner in a manner contrary to that contract, he had the right of claiming damages from the shipowner in tort. He could not only sue in tort for refusal to deliver to him or for wrongful delivery to someone else, but he might also sue in the same form of action for any damage done to the goods by the shipowner or the latter's servants wrongfully. There was no contract in the ordinary case between the shipowner and the banker, but still the latter took subject to the contract. Although the banker thought the shipowner would be entitled before giving delivery to require the banker to produce the bill of lading, and that would have the effect generally of making the latter come under the terms of the bill of lading contract. At any rate, the shipowner would be entitled to require the banker to account for the absence of the bill of lading. Suing in tort for a wrong done would not put the banker in the same advantageous position that he would be in if he was able to sue on a contract. Having referred to the position of the shipowner, Mr. Caver then turned to the case of the banker who carried the goods; he alluded to the Bills of Lading Act, 1855, and stated that one of its principal objects was to enable a consignee of the goods or a transferee of the bill of lading to sue upon the contract. Perhaps the time had arrived when fresh legislation on the subject might be attempted with advantage. He suggested an amendment with the main object of benefiting endorsees by making them independent of their endorser. This would make the bill of lading more satisfactory to the consignee, and the shipowner would have the result of putting the endorser in a safer position. There was another defect in the Bills of Lading Act which seemed to require amendment, and he held that the time had arrived when the Act should be extended so as to include through bills of lading. There was very frequently in a bill of lading a reference to another document, the charter-party, but the mere fact that this was alluded to in the bill of lading need not make a banker afraid to take the bill. In order to obtain delivery from the shipowner the banker must satisfy the former's lien, the nature of which the lecturer explained, subsequently remarking that it would depend on how far the charter-party had been brought into the bill of lading whether these liens could be enforced against the person who had taken the bill. After referring to other liens which the banker might have to meet, the lecturer stated that in 1851 the case of *Common Pleas* decided in the case of "Cecil Rhodes" that a shipowner was not bound by a statement in a bill of lading, given by his master, as to the quantity of goods shipped under the bill of lading. This case was followed by one or two others, and naturally gave rise to considerable alarm, one result being that a third section of the Bills of Lading Act of 1855 was enacted. It would seem that the objects with which this section was passed had not been attained. Whether it was still desirable to effect these objects might be a question, but there was much to be said against the present immunity of the shipowner. It could hardly be considered unjust to amend section 3 to the extent of making the bill of lading statements conclusive evidence—in the case and subject to the provisions there mentioned—against the principal as well as against the agent who signed the document. Recently, by what was known as *Hart's Act*, the United States had adopted the law, and now a statutory enactment has been suggested.

they had compelled, under penalties, shipowners who sailed from their ports to give bills of lading which should state the quantity of the goods and also, he thought, the marks on them, and the shipowners were bound by these statements.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, January 29th.

Mr. G. H. Potts reports as follows in his *Share List* issued at 5 p.m. to-day:—

Business generally remains very dull and it is not likely that there will be any improvement till after the Chinese New Year.

The following Companies have advertised their meetings as below:—The Hongkong & Shanghai Banking Corporation, for the 15th February. The Hongkong Ice Company, Ltd., for the 5th February. The China Fire Insurance Company, Ltd., for the 15th February, and The Hongkong Fire Insurance Company, Ltd., for the 27th February.

BANKS.—Hongkong and Shanghai banks are, in spite of the London quotation having advanced during the week from £40 to £42 1/2, only slightly firmer with small sales and buyers at 180 per cent premium. Nationals are offering at \$27.

MARINE INSURANCES.—North China has been sold to a small extent at 11s. 20c. Straits Insurance have been placed at \$25 and are still offering at the rate.

FIRE INSURANCES.—There are no sales to report in stocks under this heading.

SHIPPING.—Hongkong Canton and Macao Steamboats have, after the issue of its 14th Yearly Report, in which it is proposed to pay a dividend of 68 per cent, equal to \$1.30 per share, making \$2.50 per share for the year, and willing \$1,000 from the value of steamers, hardened, and shares have been sold at \$365 and are wanted.

Indo-China have been placed at \$75. A fair number of China and Manilla have changed hands at \$70. Douglas Steamships continue neglected at \$51.

REFINERIES.—Nothing has been done in stocks under this heading.

MINTING.—Panama after being placed at \$4.75 are enquired for at \$5.25. Rauba have been sold at \$4.10 and are firm at the rate.

DOCKERS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks remain unchanged with buyers at 128 per cent premium and sellers at 140 per cent premium. Sales have been effected for April settlement at 125 and 150 per cent premium.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment shares are wanted at \$67 ex the dividend of \$2 per share paid on the 24th inst. The West Point Building Co., Limited, has issued its report and proposed to pay a dividend of 50 cents per share and carry forward \$894. Hongkong Hotels have been sold at a fairly large extent at \$19 and \$20 and more are wanted at the latter rate.

MISCELLANEOUS.—Geo. Fenwick are enquired for at \$20 but there are no sellers under \$21. Hongkong Ice have changed hands at \$101. The Report has been issued, and it is proposed to pay a final dividend of 20 per cent making 28 per cent for the year and willing off \$13,000 from property account.

SHIPPING AND MAIL NEWS.

MAILED DUE.

French (*Kaituma*) 1st prox.

Indian (*Kaituma*) 1st prox.

Tacoma (*Victoria*) 5th prox.

American (*Africa*) 6th prox.

American (*Ferry*) 13th prox.

American (*Coptic*) 15th prox.

American (*Doric*) 29th prox.

THE P. M. S

Intimations.

ADDRESS AND TESTIMONIAL TO DR. CANTLIE.

SUBSCRIPTIONS, not to exceed \$5, are invited for the purpose of presenting some suitable Testimonial to Dr. CANTLIE on his departure from the Colony. In Recognition of Services rendered to the Community during his residence of some Nine Years in Hongkong.

Subscription Lists will be found at the HONGKONG AND SHANGHAI BANK, the CHARTERED BANK, MESSRS. LANE, CRAWFORD & Co., Messrs. A. S. WATSON & Co., Messrs. KELLY & WALSH, Ld., THE HONGKONG CLUB and THE HONGKONG HORTICULTURAL SOCIETY.

The Undermentioned Committee has been formed for the purpose of making the presentation.

Mr. THOMAS JACKSON, The Hon. Mr. HO KAI, Mr. H. N. NODDY, Mr. J. J. FRANCIS, R.C., Mr. MURRAY ADAMSON, Hon. Secretary & Treasurer.

Hongkong, 22nd January, 1896. [187]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the 1st to 29th February, 1896, (Sundays excepted), between the hours of 8 A.M. and 5 P.M. daily, as follows:—

From Stone Cutter's Island in Westerly and South-Westerly directions.

From Belcher's Upper and Lower in Northernly and Westerly directions.

From Kowloon Dock and East in Easterly and South-Easterly directions.

From North Point in Northernly and North-Westerly directions.

From Easternly and South-Easterly directions.

All Ships, Junks, and other Vessels are cautioned to keep clear of the ranges.

The Inhabitants of the houses near Belcher's, Kowloon Dock and East, at Stone Cutter's Island are warned to keep their glass windows open during the PRACTICE, and all people working in the vicinity of Belcher's Batteries are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 18th January, 1896. [217]

JURY LIST, 1896.

NOTICE is hereby given that Pursuant to the Provisions of Section 6 of the JURY CONSOLIDATION ORDINANCE No. 18 of 1887, I have on the 23rd instant caused to be posted, at the CHIEF CLERK's Office, in the COURT HOUSE, a LIST of all PERSONS "ascertained by me to be liable to serve as JURORS."

The said List will remain so posted until the 5th proximo, in order that any Person may apply by notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to or struck off from the said List upon cause to be duly assigned in such notice.

F. A. HAZELAND,
Registry Supreme Court,
Hongkong and Shanghai.

WANTED.
BY AN ENGLISHMAN, a Situation as CLERK or other Employment; several years' experience in China.
Address
W. W.,
c/o Hongkong Telegraph Office,
Hongkong, 28th January, 1896. [224]

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, Lancashire.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [156]

Relieves the scalding pain at once and
all discharges from the genito-urinary organs in either sex in
48 HOURS
Santal-Midy is a
specific for Cystitis
Unlike the sandal oil of the Bazar, it is superior to Copaiba, Cubebs, or Injections, and causes no inconveniences.
Beware of imitations.
Each tiny Capsule bears the name
SANTAL MIDY
8, RUE VIVIER, PARIS.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
"The House Road."

IS now in a position, in his New and Com-
modious Premises, to eclipse, at least, all
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1896. [14]

Intimations.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 45, Queen's Road Central. [148]

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office. [41]

SOCIÉTÉ ANONYME
DES
FORGES, FONDERIES ET
LAMINOIRS DU MARAIS,
MONTIGNY SUR SAMBRE (BELGIUM.)
L. LEBRUN, ESQ., Managing Director.

First Quality Iron. Merchant and
Orders. Forged-Iron
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T-U-Z Irons. Waggon
Balls for Mines. Wheels, and
and Tramways. for all kinds
Iron for Elevators. MARL
and Castles. Constructions

APPLY TO
JOHN D. HUTCHISON, Esq., Hongkong,
Agents for M. OPPENHEIMER & Co., Paris.

F. CAZANOVE,
BORDEAUX.
GOLD MEDALS
Bordeaux, 1892, Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.
This ELIXIR is employed with
success to restore the FORCES
of the STOMACH and FACILITATE
THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOKE-KINA of Dr. GOLZ
CREME DE MANDARINE.

ATYLINE ANISETTE SUPERFINE
Messrs. DODWELL, CARLILL & Co.,
HONGKONG.
Agents for M. OPPENHEIMER & Co., PARIS.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spencer, will be despatched for the
above Ports on SATURDAY, the 1st February,
at 4 P.M. For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 27th January, 1896. [211]

FOR SHANGHAI.

THE Steamship
"DAPHNE,"
Captain J. Samuelson, will be despatched for the
above Port on SATURDAY, the 1st February,
at 4 P.M. For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th January, 1896. [210]

FOR WUHU.

THE Steamship
"KANSU,"
Captain Somerville, will be despatched on
SUNDAY, the 2nd February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th January, 1896. [230]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"LENNOX,"
will be despatched about 4th February.
S.S. "PORT ADELAIDE"
will be despatched about 18th February.
S.S. "GHAZEE"
will be despatched about 4th March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1896. [78]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"ORESTES,"
Captain Pollard, will be despatched as above
on WEDNESDAY, the 5th February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th January, 1896. [180]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON,
VIA SUEZ CANAL.

THE Steamship
"GLENESK,"
Captain W. Hether, will be despatched as above
on or about WEDNESDAY, the 5th February.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th January, 1896. [190]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.
(To follow the S.S. "GLAMORGANSHIRE.")
THE Steamship
"MERIONETHSHIRE,"
Captain Davies, will be despatched for the above
Ports on WEDNESDAY, the 12th February,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th January, 1896. [189]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship
"THALES,"
Captain H. Bathurst, will be despatched for the
above Ports TO-MORROW, the 30th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co.,
General Managers.
Hongkong, 29th January, 1896. [225]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship
"FOOCHOW,"
Captain Blackburne, will be despatched TO-
MORROW, the 30th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th January, 1896. [228]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship
"SINGAN,"
Captain Price, will be despatched TO-
MORROW, the 30th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th January, 1896. [229]

THE Steamship

"LYEEMOON,"
Captain G. Heermann, will be despatched for the
above Port TO-MORROW, the 30th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th January, 1896. [200]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship

"HINSANG,"
Captain J. Kynoch, will be despatched as above
on or about THURSDAY, the 30th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd January, 1896. [194]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ACHILLES,"
Captain Harvey, will be despatched as above
on FRIDAY, the 31st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th January, 1896. [196]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship
"CHINGTU,"
R. Jones, Commander, will be despatched on
WEDNESDAY, the 4th February, at Daylight.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th January, 1896. [220]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Mount Lebanon | Wednesday... | 12th Feb.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"
will be despatched for HONOLULU,
VICTORIA, B.C., PORTLAND, OREGON,
SEA KOBE and YOKOHAMA, on WEDNES-
DAY, the 12th February.
Consular Invoices of Goods for United States
Ports should be in QUADRUPlicate; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 27th January, 1896. [223]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A.L. American Ship
"DANIEL BARNES,"
Arps, Master, will load here for the above Port,
and will be despatched on or about the 13th
February.
For Freight, apply to
CARLWITZ & Co.,
Agents.
Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.

THE 3/3 A.L. American Ship
"JOHN R. KELLEY,"
Captain Chapman, having arrived, will load
here for the above Port, and will have quick
despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st November, 1895. [1606]

FOR SAN FRANCISCO.

THE 100 A.L. British Ship
"BRODICK CASTLE,"
Ferguson, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 31st December, 1895. [1696]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY having there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information: Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 22nd January, 1896. [13]

U. S. MAIL LINE.

PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th Feb., at Noon.

Para (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 22nd Feb., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 12th March, at Noon.

THE U. S. Mail Steamship

"CHINA"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATURDAY,
the 8th February, 1896, at Noon, taking Passen-
gers, and Freight for Japan, the United States,
and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu;
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 29th January, 1896. [2]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
8-B-1 Buildings.
Hongkong, 26th March, 1896. [6]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES.
&c. &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 16th July, 1896. [24]

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

M.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlsruhe... | Tuesday... | 4th Feb.

Prins Heinrich... | Tuesday... | 3rd March.

Brassens... | Tuesday... | 1st March.

Sachsen... | Tuesday... | 1st April.

Karlsruhe... | Tuesday... | 16th May.

Prins Heinrich... | Tuesday... | 1st June.

ON TUESDAY, the 4th day of February,
1896, at 10 A.M., the Company's Steamship
"KARLSRUHE," Captain H. Walter, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON on
SATURDAY, the 1st Feb. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 2nd Feb., and Parcels will be received at
the Agency's Office until NOON on MONDAY, the
2nd Feb. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th January, 1896. [188]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR
and EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad-travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria... | 3:16 | Tuesday... | Feb. 11.

Hankow... | 3:59 | Tuesday... | Mar. 10.

Tacoma... | 2:40 | Tuesday... | April 7.

Victoria... | 3:16 | Tuesday... | May 5.

THE Steamship

"VICTORIA,"
Captain J. Panton, R.N.R., sailing at Noon, on
TUESDAY, the 11th February, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports